Recovery of Penal Rent from the Railway employees

201. SHRI N. E. BALARAM: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that a penal rent at the rate of three times of the normal rent is being recovered from the railway employees even after the regular allotment of quarters;

(b) if so, the number of such cases in Palghat and Trivandrum Division of the Southern Railway;

(c) whether it is a fact that in case of the retired employees, besides the penal rent of six times of the normal rent, their retirement passes are also being withheld; and

(d) if so, what are the reasons therefor?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Penal rent is not being charged for any period of regular allotment.

(b) Does not arise.

(c) Yes Sir, However, the prescribed penal rent for unauthorised retention by retired employees varies from place to place, the highest penal rent being 5 times the pooled assessed rent, or 10 per cent of the emoluments, whichever is higher.

(d) To curb the tendency for unauthorised retention of Railway quarters.

Computerised Reservation in Delhi

202. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state:

(a) whether any survey has been conducted to find out the results of computerised reservation in Delhi;

(b) whether there is any programme for covering more trains in Delhi under the computerisation programmes; and

(c) the names of the cities which are proposed to be covered under the above scheme and by when?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Yes, Madam; These have indicated that the computerised system has brought about an improvement in service time at the counters, decrease in queue lengths and a general improvement in efficiency. Certain inconveniences were, however, caused during the transition phase from manual to the computerised system which continue to be removed.

(b) Yes, Madam. Under the computerisation scheme for Delhi, it is planned to cover all trains on which reservations are made in Delhi.

(c) It is proposed to start work on computerisation of passenger reservations in Bombay and Calcutta also during the financial year 1986-87.

Allotment of bookstalls to M/s. Wheeler and Company

203. SHRI PRITHIBI MAJHI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that one vending/catering contractor is authorised to hold two units only as per rule;

(b) whether it is also a fact that a single book stall contractor is authorised to hold five to twelve bookstalls (not unit) only including unemployed graduates; and

(c) if so, what are the reasons that one firm of contractors namely M/s.

Wheeler and Company are holding 3000 units of book stalls?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) As per instructions issued in September, 1985, the ceiling limit for holding catering/vending contracts on a Zonal Railway is 4 units in the case of Cooperative Societies and 2 units in the case of others.

(b) The extent policy is that, except where it is otherwise provided in the agreement, allotment of additional bookstalls to the contractors (other than partnerships of Unemployed Graduates) already holding 5 or more bookstalls requires prior permission from the Department of Railways. In the case of partnerships of Unemployed Graduates, permission of Department of Railways is required for additional allotment only when they are holding more than 12 bookstalls.

(c) There is no system of computing bookstalls, tables or trolleys in terms of standard units. M/s. A. S. Wheeler & Co. are having sole selling rights at 265 stations as per their agreement with the Railways.

Losses incurred by the Public Sector Shipping Companies

204. SHRI BHAGATRAM MANHAR: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the public sector companies in the shipping industry are losing year after year;

(b) if so, what are the details of the performance of each of the above companies alongwith yearly losses suffered by them for the last three years upto 1985-86 and the total debt outstanding against them; and

(c) what are the details of the measures already taken and being proposed to be taken to improve the finance of the public sector shipping companies and shipyards?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Mogul Lines has incurred losses in the last few years, but the other public sector shipping company namely Shipping Corporation of India made profits in 1984-85 and 1985-86 after making a loss in 1983-84.

(b) Position regarding profits/losses for the last three years and debts outstanding in respect of Mogul Lines and Shipping Corporation of India are as under:—

Year	Profit/Loss SCI/Mogul Lines	Debts (secured/unsecured;) including accrued (interest) SCI Mogul Lines
		(Rs. in Crores)
1983-84	(—) 51.64 (—) 18.67	678.53/117.63
1984-85	(+) 2.27/ (—) 20.06/	964.98/136.55
1985-86	(+) 6[illegible].21/	1029.62/164.57
	(—) 20.73	

(c) Main losses of the Shipping Corporation of India and Mogul Lines are in operations of bulk carriers in tramp trade where the rates are low compared to expenditure on maintaining these bulk carriers. In order to reduce losses a decision has been taken to scrap uneconomic vessels by incurring one time loss and to avoid continuous recurring losses on operation of these vessels. Efforts are also being made to reduce expenditure in major expenses such as repairs, stores etc.

With regard to improving the financial position of public sector shipyards, Government have initiated action to revise the pricing formula keeping in view the